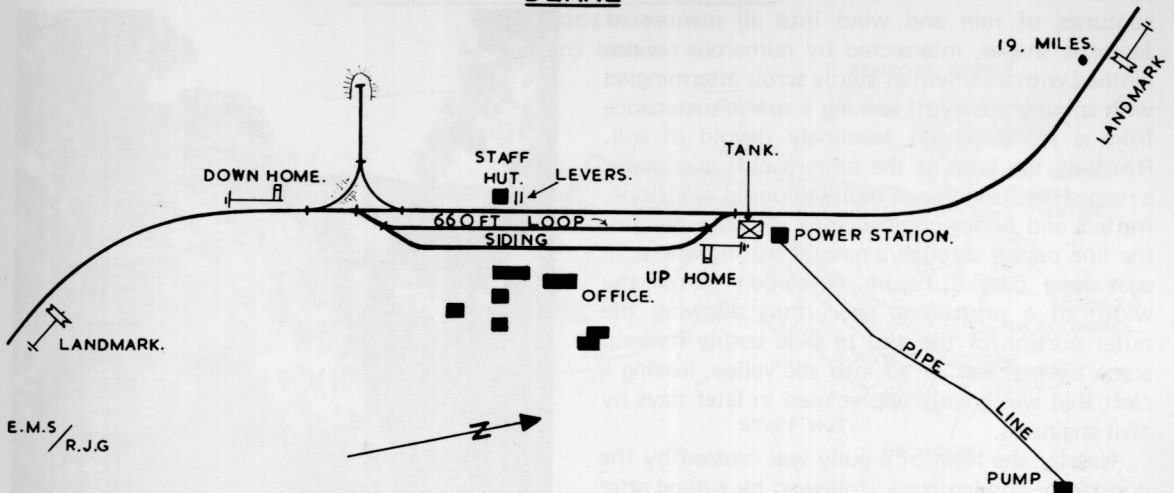


DEANE



out was a set of six 400 gallon ship's tanks, erected on a timber staging. The water supply hereabouts was apparently unreliable and, subsequently, other arrangements were made and the pumping plant removed.

After leaving DEANE the line descended at about 1 in 43 for nearly a mile from which point the great drop of 160 feet into the base level of the upper portion of Penrose Creek Gorge is encountered. Passing through the First Tunnel, 363 feet in length, the track emerges at a cliff top and enters the first of the famous double-reverse curves, also known as the "S" or the "Horse-shoe Bends", which changes the route

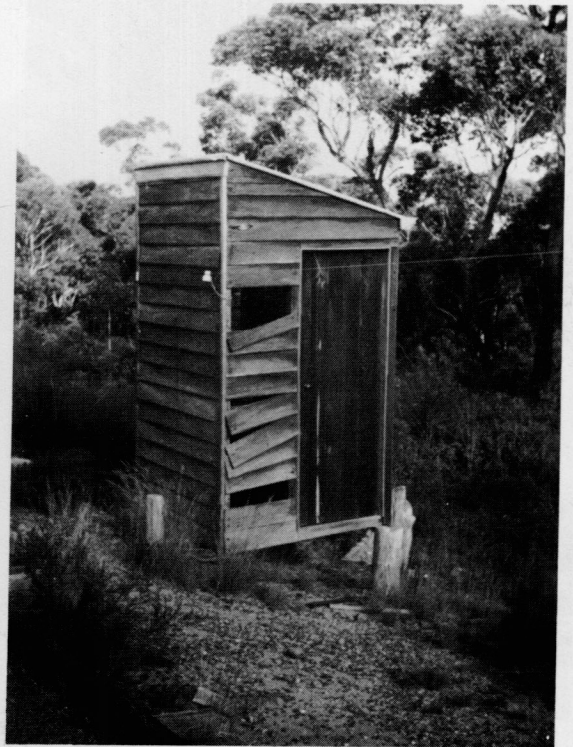
from north to south and then from south to north, the directional changes being made within the confines of a narrow and steeply walled gully.

Skirting the cliff-top for a short distance the railway entered a sidling and then continued its downward way through an assembly of isolated



Un-used stub derails at Deane.

E.M. Stephens.



Staff hut at Deane.

E.M. Stephens.